

Day With Doug Fairbanks in Filming "Robin Hood," Old History, New Stuff

By JACK JUNGMEYER
(Special to The News-Times.)
LOS ANGELES, April 23.—All is not heroic swashbuckling and high intrigue at the filming of Douglas Fairbanks' "Robin Hood," most elaborate movie production of the year, now in progress at Hollywood.

There are moments when the twelfth century and the twentieth tangle in a by-product on the lot which would make comedy reputations galore, were those episodes to see the light of screen.

Richard the Lion Hearted, alias Wallace Beery, hops about the lot on a pogo stick when he isn't kinging. Also he rides to location on a bicycle.

Medieval gents forget the camera's call to action, as one of 'em bats a three-bagger into the castle keep and slides to third in a tangle of armor.

The boy pages kill time and maim dignity by having larvae about strutting actors and straw cats with indiscriminate abandon. Half of the pages didn't appear in the picture because of skinned noses, and several frat mothers so far forgot themselves as to administer public spankings.

Doug Fairbanks appears in periodically correct vestments. "This is your first appearance in a knightly, isn't it?" asks a wag.

"Yep," snaps Doug, "and I don't like it. I was brought up in the palama period of history."

In the cast is a falcon, a rare bird brought from London. Allan Dwan, director, said, "Guess I'll have to learn Cockney to make that bird work."

Doug climbs the drawbridge chain, out of sheer exuberance, to the admiring "ohs" and "ahs" of a bevy of ladies in waiting.

Wallace Beery is rather fed up on mutton joints. He has to eat one every time the scenario calls for a banquet. Doug threatens to take



Douglas Fairbanks as he appears in "Robin Hood," the most pretentious photoplay of his career.

out part of the king's salary for the meat bill, and Wallace threatens to take it out on the cook.

"Twelfth century girls didn't chew gum," yells an assistant director, transfixing a lady with his eagle eye.

"That's out!" And out it is. Mary Pickford appears on the lot. She observes Enid Bennett, leading lady in the cast, take her place in the scene as "Maid Marion, queen of love and beauty," before whom Doug and assorted knights will presently show off. Mary would worry! She proceeds to inspect her new studio

cottage, leaving the twelfth century to its own devices.

Before the camera—knighthood in flower during the third crusade, the clash of broadswords, lives carried on lance points, strut and swagger, with Robin Hood as its epitome.

Off-side—mild flirtations, box lunches, trick stuff, slangy chaff, busy workers, bawling directors, and a fiddle orchestra playing "Oh, What a Pal Was Mary."

A day in the making of a modern picture!

ing useless for high angle fire. As the air fleet pivoted and returned to the attack, surrender signals were hoisted by the whole fleet.

These gunboats were the last of the Peking government's navy.

Warn of Allied Nations.

The foreign legations sent the Chinese government a joint warn-

ing useless for high angle fire. As the air fleet pivoted and returned to the attack, surrender signals were hoisted by the whole fleet.

These gunboats were the last of the Peking government's navy.

Warn of Allied Nations.

The foreign legations sent the Chinese government a joint warn-

ing useless for high angle fire. As the air fleet pivoted and returned to the attack, surrender signals were hoisted by the whole fleet.

These gunboats were the last of the Peking government's navy.

Warn of Allied Nations.

The foreign legations sent the Chinese government a joint warn-

ing useless for high angle fire. As the air fleet pivoted and returned to the attack, surrender signals were hoisted by the whole fleet.

These gunboats were the last of the Peking government's navy.

Warn of Allied Nations.

The foreign legations sent the Chinese government a joint warn-

ing useless for high angle fire. As the air fleet pivoted and returned to the attack, surrender signals were hoisted by the whole fleet.

These gunboats were the last of the Peking government's navy.

Warn of Allied Nations.

The foreign legations sent the Chinese government a joint warn-

ing useless for high angle fire. As the air fleet pivoted and returned to the attack, surrender signals were hoisted by the whole fleet.

These gunboats were the last of the Peking government's navy.

Warn of Allied Nations.

The foreign legations sent the Chinese government a joint warn-

ing useless for high angle fire. As the air fleet pivoted and returned to the attack, surrender signals were hoisted by the whole fleet.

These gunboats were the last of the Peking government's navy.

Warn of Allied Nations.

The foreign legations sent the Chinese government a joint warn-

ing useless for high angle fire. As the air fleet pivoted and returned to the attack, surrender signals were hoisted by the whole fleet.

These gunboats were the last of the Peking government's navy.

Warn of Allied Nations.

The foreign legations sent the Chinese government a joint warn-

ing against possible fighting in Peking between the troops of Gen. Chang and Gen. Wu.

The warlike said the powers recognized the gravity of the military movement near Peking. It called attention to the severe consequences that might develop should any bombardment or the dropping of bombs from airplanes damage property or endanger the lives of nationals of the various governments.

The Chinese government was reminded of penalties that had been imposed upon it in the past.

The diplomatic body, with the ministers of all the countries present, took their action in view of the threatened outbreak of hostilities between the Chang and Wu troops near Peking.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

The note declares that any attempt to damage bridges, stations or telegraph communications "will be resisted by the combined forces of the four powers cooperating in defense of the railway."

Thus far only skirmishes have been reported. Foreigners in Peking do not appear to be apprehensive in view of the allied precautions.

Both armies are equipped with airplanes and artillery. Their fronts are 30 miles apart.

The military commanders at the American, British, French and Japanese legations have adopted measures for the protection of the Pe-

king-Tientsin railroad, which the diplomatic officials have approved and sent to the Chinese foreign office. These measures are identical to those adopted during the revolution in January, 1912. They provide that in the event of necessity allied forces will patrol the railroad from Shanghai-Quang, in the northeast corner of the province of Pechili, north of Tientsin, to Peking.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.

During 1921, approximately 2,000 foreign sailors were reported to have "jumped" their ships and gained unregistered admission to this country at the various ports, government records show.

In the case of Chinese sailors, who are required to furnish cash bonds of \$500 each, bonds of approximately \$50,000 had been forfeited at the various ports.

ed States are being evaded by alien sailors, according to local customs officials. The La Follette act is the 100-hole.

This measure allows alien sailors shore leave while waiting for their vessel to reshipe, and should they miss their boat, the law allows 60 days to sign upon another vessel or arrange passage to the native country, or qualify under the immigration law. Before passage of the La Follette measure, alien sailors were not allowed to leave their vessels in American ports.

Getting shore leave, numbers of foreign sailors have been reported missing. They gain the inland, where it is impossible to check up on them—hence they beat the law, customs officials report.